

TV 30027



EI-1614

CL

July 28, 2005

Kenneth H. Blodgett
Surface Transportation Board
Section of Environmental Analysis
1925 K Street, N.W., Suite 500
Washington, D.C. 20423

Re: Finance Docket No. 34672; Union Pacific Railroad Co. – Acquisition
and Operation Exemption – Line of BNSF Railway Company

Dear Mr. Blodgett:

This refers to the environmental comment letter dated June 21, 2005, filed by the Scott
County Commission in the above proceeding.

Attached is UP's response to the Commission's letter.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robert T. Opal".

Robert T. Opal
General Commerce Counsel

Attachment

Robert T. Opal
General Commerce Counsel

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
ph. (402) 544-3072 fx. (402) 501-0132
rtopal@up.com



Chris Peterson
Director Government Affairs

Monday, July 18, 2005

The Honorable Martin Priggel
Scott County Commission
P.O. Box 188
Benton, MO 63736

Dear Commissioner Priggel,

Thank you for your letter dated June 21, 2005 regarding your concerns with Union Pacific's plans to move trains from a line in Stoddard County onto a line in Scott County. As Mike Payette and I conveyed when we appeared before you in March, we appreciate the opportunity to answer questions and address concerns you may have about this project.

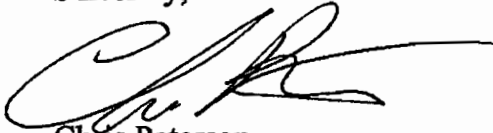
Your letter cites a June 5, 2005 incident whereby a train blocked crossings in Sikeston at a time when the city faced serious public safety issues. After an investigation we have determined that the train involved was BNSF and not Union Pacific. We don't know why the BNSF train was stopped. Furthermore, the BNSF train was sitting south of the "diamond" intersection where we propose to shift the additional Union Pacific train traffic from a southbound heading to a westbound heading. In other words, our added trains will not run over the line where the BNSF train was idling.

The track improvements we plan to make in Sikeston to accommodate our additional trains will improve efficiency including train speed which will reduce the amount of time crossings are blocked by passing trains. Union Pacific has run some trains through the Sikeston power plant while maintenance work has been completed on the mainline. Movements through the power plant require trains to stop and throw a manual switch. Once our track improvements and maintenance projects are completed, the manual switches will be replaced by power switches meaning trains will not have to stop. The power switches, among other track improvements, will also enable Union Pacific trains to travel at 30 miles per hour through Sikeston in contrast to the current 20 mile per hour limit. Our planned improvements will reduce the length of time crossings are blocked by Union Pacific trains.

Safety is our first priority. Union Pacific has been working closely with the Missouri Department of Transportation to ensure the additional trains we intend to operate through Scott County do so efficiently and, most importantly, safely. At your convenience, Union Pacific would be pleased to provide an update on the project, the Surface Transportation Board application process, and our plans to ensure appropriate safety devices are present at impacted crossings.

Again, thank you for your correspondence. We look forward to continuing to work with Scott County to ensure that should the Surface Transportation Board approve Union Pacific's application to run additional trains through the area the trains operate safely. Please feel free to contact me if you have further concerns or questions about this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Peterson', with a long horizontal flourish extending to the right.

Chris Peterson
Director Government Affairs